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CITY OF CUPERTINO GENERAL PLAN AMENDMENT 1-GPA-80

" GENERAL PLAN AMENDMENT "

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RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CUPERTINO APPROVING
AN AMENDMENT TO THE COMPREHENSIVE GENERAL PLAN

WHEREAS, the Planning Commission has held public hearings involving written reports and testimony from Planning staff and citizens in general, and

WHEREAS, the Planning Commission has concluded its deliberations relative to the General Plan Amendment.

NOW, THEREFORE, BE IT RESOLVED:

1. That the Planning Commission approves the Amendment to the City of Cupertino General Plan as set forth in Exhibit A attached hereto and made a part thereof.
2. The Planning Commission hereby authorizes the Chairman of the Planning Commission to endorse said amendment.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the City of Cupertino this day of , 1983, by the following vote:

AYES:

NAYS:

ABSTAIN:


ABSENT:

APPROVED:

Victor J. Adams, Chairman
Planning Commission

ATTEST:

James H. Sisk
Planning Director



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CITY OF CUPERTINO
GENERAL PLAN AMENDMENT

1-GPA-80

General Plan Amendment 1-GPA-80 is a comprehensive General Plan Amendment involving all nine mandated General Plan Elements. The main focus of the amendment involves land use and circulation changes. The land use change incorporates an increased building intensity for the Town Center and Vallco Park Planning Areas. The circulation change increases the traffic carrying capacity of major arterials and imposes constraints to shift commute traffic off residential streets.

The General Plan policies and map diagrams contained within this document are additions to and amendments of existing General Plan policy. If there is a conflict between the policies contained within this Amendment and the existing General Plan, the new policies shall take precedence.

The rationale for the policies and their environmental implications are described in the Phase One and Phase Two General Plan Background/Draft Environmental Impact Reports. In many instances, the policies represent mitigation measures for problems identified in the Draft Environmental Impact Report.

Amendments to the Land Use/Community Character Element

The Land Use Plan projects a final build-out figure of approximately 12,830,000+ sq. ft. of industrial, office and commercial space. The 12.8 million square foot figure is termed "approximate" because the final build-out value will vary depending upon the ultimate land use mix in mixed use areas.

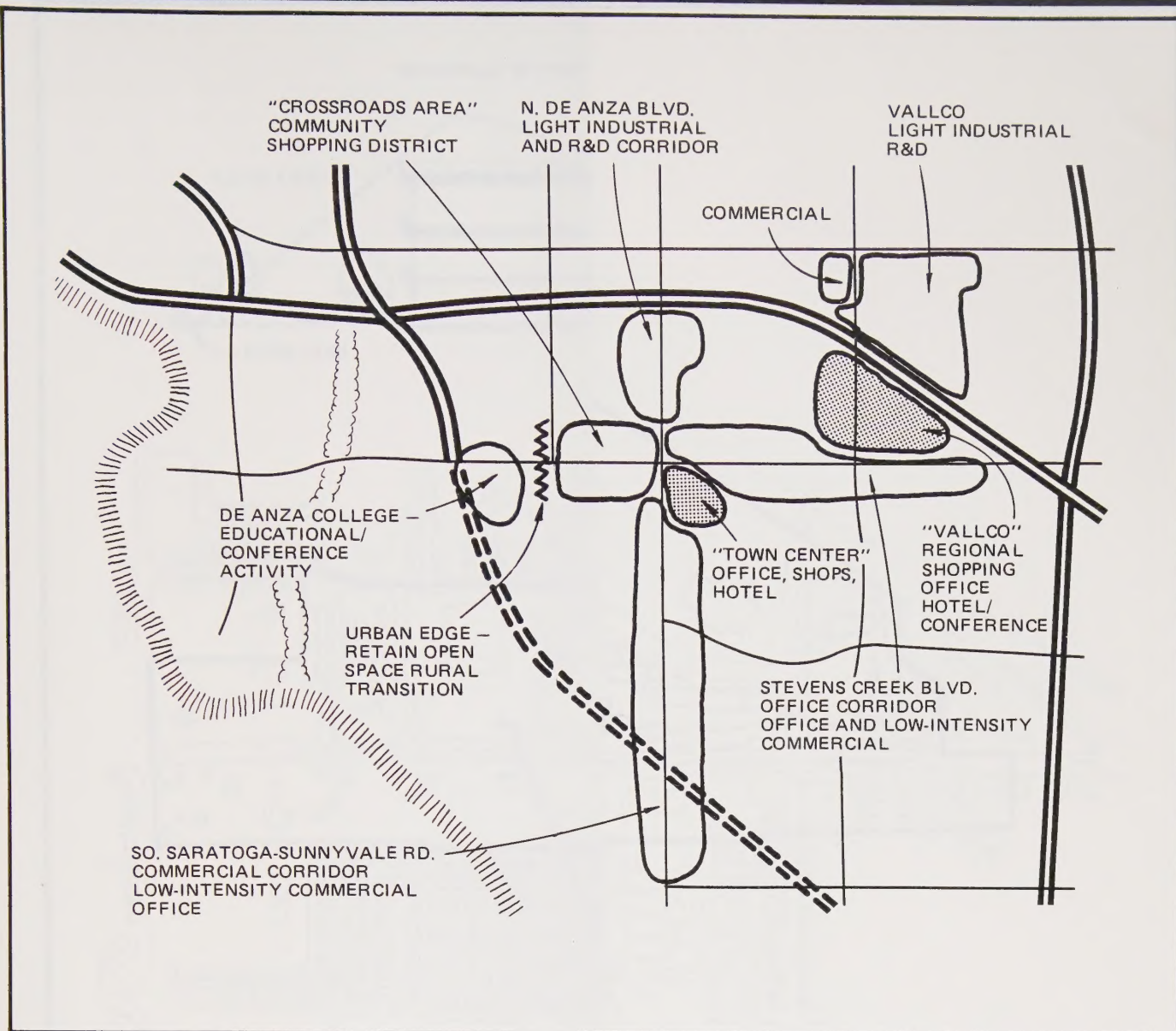
In addition to the 12.8 million square feet, the Plan accommodates a major hotel within Vallco Park, the potential for a smaller scale hotel within Town Center and the potential for an educationally related "high-tech" conference and office facility on the De Anza College campus.

The Land Use Plan is based upon a number of objectives, three of which are:

1. To control development intensity commensurate with a Traffic Circulation Plan which shifts existing and future commuter traffic from Stelling Road and McClellan Road to Stevens Creek Boulevard and De Anza Boulevard.
2. To balance the need to control development commensurate with traffic circulation with the need to provide a stable revenue source by expanding the Regional Shopping Center and allowing hotel development and limited office development.
3. To retain a suburban character of development by limiting multi-story structures above four floors to Town Center and Vallco Park Planning Areas.

The Land Use/Community Character section of the Amendment identifies policies (mitigation measures) designed to ensure that the broad objectives outlined above are achieved. Figure 1, labeled, "The Community Form and Appearance Diagram", defines the desired land use pattern for the community both in terms of its physical appearance and dominant activities. Figure 2, labeled, "Design Guidelines for Stevens Creek Boulevard", illustrates design policy for the Stevens Creek Boulevard streetscape.

COMMUNITY FORM/ACTIVITY CENTERS



LEGEND:

- MAJOR ARTERIALS & COLLECTOR STREETS
- == FREEWAYS/EXPRESSWAYS
- HIGH ACTIVITY CENTERS
- ~~~~~ STREAM CORRIDOR
- ||||| HILLSIDE BACKDROP

NOTES:

High activity commercial/entertainment uses are encouraged in Vallco Park, Town Center and Crossroads Center. These uses shall be limited in areas outside of the above centers.

Building heights of 4-8 stories permitted in Vallco Park and Town Center — height for the Vallco Park hotel is unspecified.

Landscaped parkways required in the corridors leading to the center of town — retain views of the hillsides.

DESIGN GUIDELINES FOR "STEVENS CREEK BOULEVARD"

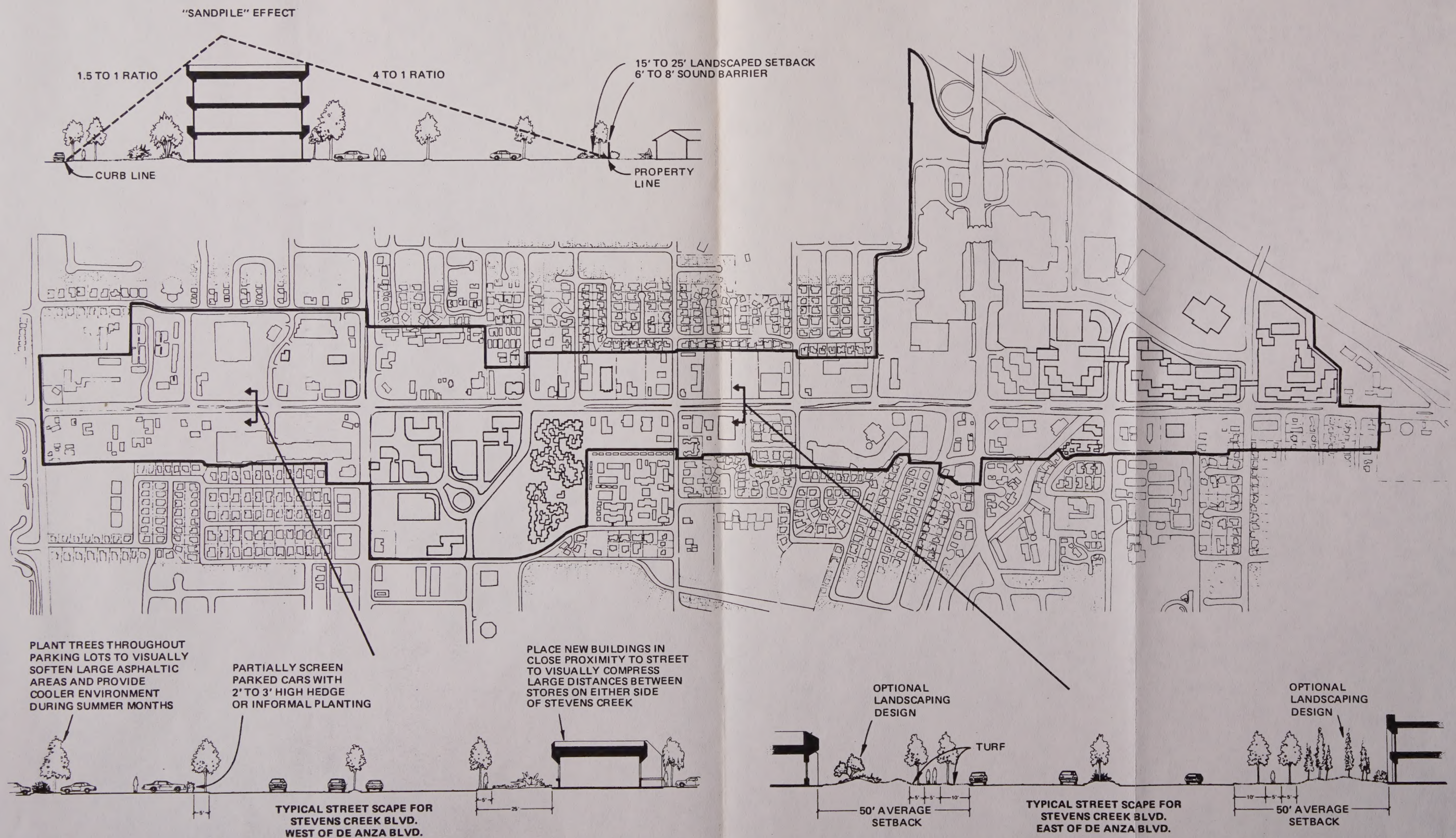


FIGURE 2

Figure 3, labeled, "Land Use Plan" identifies permitted land use types and intensities of various sub-areas in central Cupertino, more commonly referred to as the "Core Area". Although, the General Plan Amendment concentrated on the Core Area, the geographical scope of the Land Use Plan includes the entire Urban Service Area. The land use classifications for properties located outside of the Core Area are not changed. However, rules regarding the intensity of development for non Core Area properties has changed. The Physical Form Diagram (Figure 1), the Design Guidelines for Stevens Creek Boulevard (Figure 2) and the Land Use Plan Diagram (Figure 3) are complemented by the following written policies:

Policy 1 - The Community Form and Activity Centers Diagram, labeled Figure 1, is an urban design overlay for the General Plan Land Use Document. The urban design concepts embodied in Figure 1 are refined in subsequent design policies enumerated in this General Plan Amendment.

Policy 2 - Building heights within the Core Area of the community are guided by the following standards.

- a. Building heights in the Vallco Park and Town Center Planning Areas shall not exceed eight stories with the exception of the hotel at Vallco Park which is unspecified. The final height of the hotel will be determined in conjunction with a future development application.
- b. Building heights on the North De Anza Boulevard shall not exceed four stories.
- c. Building heights in the South Saratoga-Sunnyvale Road/ De Anza Boulevard commercial corridor, the Crossroads Commercial District and the Stevens Creek Office corridor east of De Anza Boulevard are limited to one or two stories. Some elements of buildings may equal three stories in height, if a finding can be made that additional stories add diversity and interest to the structure and do not adversely impact surrounding land uses, particularly residential districts.
- d. Building heights on the non-residential properties located outside of the Core Area are regulated by the City's zoning ordinances, special area plans and planned unit developments.

Policy 3 - The site planning and architectural design for buildings to be guided by the general standards listed below:

- a. Project designs should avoid a monotonous wall-like appearance on street frontages. Design techniques may include a varied building setback, altering the orientation and segmenting of the building facade into several horizontal and vertical planes.
- b. Buildings in Vallco Park should be particularly sensitive to creating a continuous building wall along Stevens Creek Boulevard. Creating street level vistas into the project and varying the building facade through offset building setbacks and stepping back of the upper floors will help to achieve a spacious, open and inviting site plan.

CROSSROADS COMMERCIAL DISTRICT (COMMERCIAL EMPHASIS)

TOWN CENTER

SPECIAL PLANNING AREA (REFER TO TEXT FOR LAND USE POLICIES)

STEVENS CREEK MID BLOCK CORRIDOR (OFFICE EMPHASIS)

VALLCO PARK

LAND USE CATEGORIES

- RESIDENTIAL - MEDIUM HIGH (10-20 du/ac)
- OFFICE/INDUSTRIAL/COMMERCIAL
- COMMERCIAL/OFFICE
- INDUSTRIAL
- COMMERCIAL
- PUBLIC/QUASI-PUBLIC

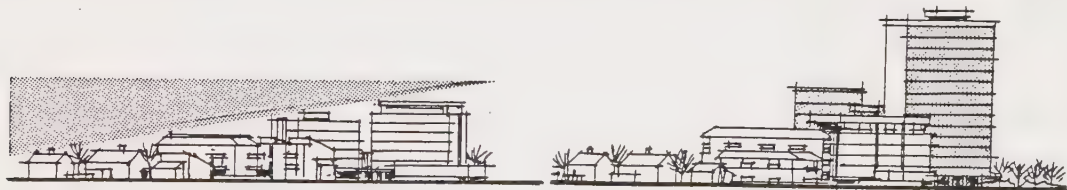
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- c. Pedestrian exposure to a tall building facade should be avoided to retain a "human scale" at ground level.
- d. A comfortable scale should be achieved within the Town Center and Vallco Park sites for pedestrian areas. Outdoor areas to accommodate pedestrians should avoid excessive width with the exception of major plazas or park areas. Additionally, tall structures should be avoided along the immediate edge of the pedestrian area.

Policy 4 - The major arterials in the community not only move traffic but play a major role in determining the physical appearance of the community. The design of improvements on these scenic highways (travel corridors) are guided by the design standards listed below. Figure 3 identifies streetscape design guidelines for properties which front Stevens Creek Boulevard.

- a. The three corridors leading to the center of town should reflect an informal "park-like" appearance through broad landscaped parkways (50 ft.) landscaped medians, and abundant on-site landscaping.
- b. Ingress/egress to individual properties shall be limited to avoid disrupting landscaping continuity and traffic flow.
- c. On-site coordination of driveways/parking aisles shall be provided to permit access to secondary streets and traffic signals and to minimize disruption of traffic flow.
- d. To the greatest extent possible, off-street parking shall be hidden from public view. The required number of off-street parking spaces for multi-story commercial, office and industrial projects in the Core Area will be determined in conjunction with specific development proposals.

Policy 5 - Design Harmony. In general, abrupt changes in building scale should be avoided. As shown below, a more gradual transition between the prevailing one and two story development and low to mid-rise structures should be achieved by introducing three and four story buildings at the perimeter of the project site.



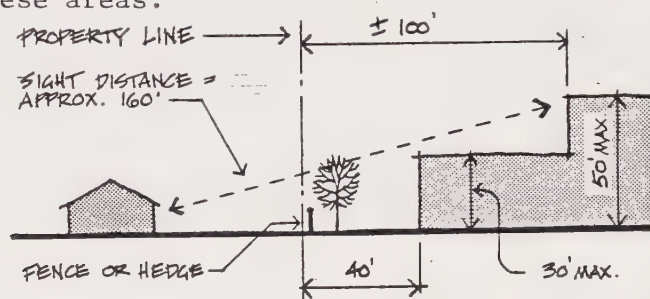
PROVIDE TRANSITION BETWEEN LOW BUILDINGS AND MID- AND HIGH RISE STRUCTURES

The following guidelines will ensure a harmonious transition between residential and non-residential development. The policies are not intended to foster design harmony between residential and non-residential activities located within a

Planned Unit Development zoning boundary or a special Planned Development planning area such as Town Center, Vallco Park or North De Anza Boulevard.

- a. Maintain a setback and height relationship equivalent to the prevailing street front setback relationships within the adjoining residential area.
- b. Provide a five to six foot buffer wall or screen along the common property line and supplement with continuous planting of trees which will provide a 20 to 30 ft. high visual screen. Where the trees are planted along the south edge of a residential property, maintain a setback sufficient to prevent shading of the residence's backyard.
- c. Provide for visual privacy by limiting portions of the structures in excess of 30 ft. height to areas of approximately 100 ft. from the rear property line, orienting the narrow face of the structure toward the residential properties and/or eliminating facing windows or providing screens or louvers which prevent direct visual contact.

Site specific guidelines should be incorporated into a specific plan for these areas.



Policy 6 - The Land Use Plan diagram, labeled Figure 3, identifies the permitted land use types and intensities for sub-areas within the community. The Land Use Plan is augmented by the following policies.

a. Land Use Intensity

- 1) The land use intensity for the North De Anza Boulevard Planning Area and Stevens Creek Boulevard corridor (area east of De Anza Boulevard) is regulated by the 16 one-way trip end performance standards. The maximum number of trips allocated to a specific property is 16 trips/acre regardless of previous land uses or trip generation factors. Trips may be transferred between owners of North De Anza Boulevard property and Stevens Creek Boulevard properties.
- 2) The land use intensity of the Vallco Park Planning Area is regulated by a Floor Area Ratio. The ratio for commercial use is .25; .37 for office; and .33 for industrial. The "Lester" property located within the northeast quadrant of Stevens Creek Boulevard and Tantau Avenue and the "former hotel" site located in the southeast quadrant of Pruneridge Avenue Wolfe Road have zero development credits because development intensity was transferred to the Tandem site north of Vallco Parkway and the Grosvenor site located south of Pruneridge Avenue.

The Vallco Park Construction Phasing Memorandum, which regulates land use intensity in Vallco Park, is rescinded.

In addition to the building space allocated by the Floor Area Ratios, Vallco Park is allocated 300,000 sq. ft. of additional commercial space and 450,000 sq. ft. of additional office and industrial space. The space may be allocated to the area of Vallco Park located east of Wolfe Road, south of Pruneridge Avenue and west of the eastern City limit line and north of Stevens Creek Boulevard. Vallco Park, Ltd. is encouraged to seek agreement from non Vallco Park owners within the above-mentioned sub-area regarding the allocation of the additional 750,000 sq. ft. The additional square footage can be allocated to the aforementioned "Lester" and "former hotel" sites.

A hotel complex with the maximum room size of 1,000 rooms, may be located in the Vallco Park Planning Area located south of 280 Freeway and north of Stevens Creek Boulevard. The hotel development is in addition to the building square footages listed above. The hotel will include banquet space, conference rooms, and ancillary commercial activities common to a hotel complex. Ancillary commercial activities include restaurants, gift shops, personal services, flower shops, book stores and similar uses commonly located in and supporting a hotel facility. The Planning Commission shall approve the maximum floor area of ancillary commercial space in conjunction with a future development application. The Planning Commission's decision on the amount of ancillary commercial space will be based upon the degree to which the space supports the hotel function.

- 3) The land use intensity for the Town Center Planning Area remains unchanged from the present General Plan policy with the exception that the 26+ acre Cali family land-holding is permitted 300,000 sq. ft. of additional commercial and office space plus a maximum 240 room hotel complex. The hotel is considered a permitted land use subject to an analysis which demonstrates that the Town Center hotel will not have an adverse effect upon the construction of the Vallco Park hotel complex.
- 4) The land use intensity for the Crossroads Commercial District is regulated by a Floor Area Ratio as follows:

Commercial	- .25
Office	- .37
- 5) The land use intensity for the balance of the community outside of the Core Area is regulated by the following Floor Area Ratio:

Commercial	- .25
Office	- .33
Industrial	- .33
- 6) Housing may be considered in conjunction with non-residential developments. Such housing may be permitted in addition to the Floor Area Ratio established for non-residential uses in the Land Use/Community Character section of the Plan.

b. Land Use Classification

In general, the land use "emphasis" for developing properties located on Stevens Creek Boulevard west of De Anza Boulevard is commercial. The land use emphasis for properties located east of De Anza Boulevard is office. "Commercial land use" refers to all permitted commercial uses and all uses permitted subject to a use permit that are referenced in the City's Commercial Zoning Ordinance. The term "office land use" refers to all office uses referenced in the City's Administrative and Professional Office Zone including administrative professional and research and development activities.

Prototype research and development is permissible if conducted in consort with office functions of a business establishment. Prototype research and development is defined as follows:

Prototype R & D refers to research and development activities which lead to the development of a new product or a new manufacturing and assembly process. Products which are developed, manufactured and/or assembled as a part of a prototype facility are not intended to be mass produced for sale.

Guidelines for Prototype Research and Development

- . Control of hazardous materials: The type, use and storage of hazardous materials for prototype research and development or assembly is regulated by the Uniform Building Code, the Uniform Fire Code and any new ordinance or other regulation which controls hazardous materials.
- . Control of physical appearance: There shall be no outward appearance that a prototype research and development or assembly process is in place. There will be no exterior storage, and receiving facilities shall be limited in scale. Generally, no more than 25% of the total space occupied by the firm will be devoted to a prototype research and development or assembly activity.

c. Land Use Activities

- 1) Late evening entertainment activities, such as cocktail lounges, recreational facilities, and theaters, are generally discouraged on the relatively narrow depth of Stevens Creek Boulevard properties. Said activities will be encouraged to locate in Town Center, Vallco Park and other large properties that are isolated from residential districts and can provide their own security.
- 2) Land uses not traditionally considered part of a community educational institution such as lodging facilities, conference facilities and institutional office/research facilities may be considered as a permitted use on the

De Anza College campus. Final determination, as to the intensity, character and ultimate desirability, will be evaluated relative to traffic impacts on the community and consistency with the educational nature of the De Anza College campus.

Amendment to the Housing Element

The entire Housing Element is amended and is replaced by the attached Housing Element document. The Housing Element was redrafted in its entirety because the Government Code content requirements for the Housing Element are more specific than other elements. The Amendment does not contain significant changes. However, the needs analysis was changed to reflect current information and a new jobs/housing analysis was proposed (Page 8). The Below Market Rate Housing Program was amended to provide greater flexibility (refer to Page 49, Policy 3-14) and the Condominium Conversion Policy is amended to allow the City to consider application for condominiums on a case-by-case basis if two-thirds of the adult tenants approve the application by secret ballot (see Page 48).

Amendment to the Circulation Element

The amended Circulation Element significantly alters the primary street network in terms of the functional definition of streets and the emphasis placed on future improvements.

The Amendment continues to advocate the retention of the 85 Corridor in cooperation with other regional efforts. If regional efforts fail, the City will pursue efforts to construct a facility in the Corridor. The Amendment incorporates policy which shifts traffic from residential streets, particularly from Stelling Road south of Stevens Creek Boulevard and McClellan Road, to major arterials.

The Circulation Plan contains policy advocating the implementation of a program which taxes all new developers on an equal basis based upon traffic generating characteristics in order to complete the road system. This new policy replaces the existing practice of requiring off-site traffic improvements on a case-by-case basis for particular developments which had the potential for creating inequities, particularly for those projects in close proximity to a major transportation improvement project. The Plan adopts a level of service indicator D in lieu of B/C for the arterial and major collector street system. The change was made in accordance with a finding that it is not technically or financially feasible to maintain a B or C level of service on major intersections during the peak hour. A traffic monitoring system will be used to ensure that land use decisions are made commensurate with the building of a transportation system to meet the twin objectives of maintaining level of service D on major systems and eliminating through traffic on minor collectors as identified on Figure 4.

The General Plan incorporates a Road Improvement Implementation Program which taxes all new developers on an equal basis to ensure completion of the road system. The Road Tax Plan is described in greater detail in the Implementation Section of this document.

Transportation Policies

Policy 7 - The Circulation Plan, labeled, Figure 4 and Table 1 entitled, "Street Hierarchy" identifies the City's primary street system and defines the function of each street category.

PRIMARY CIRCULATION PLAN

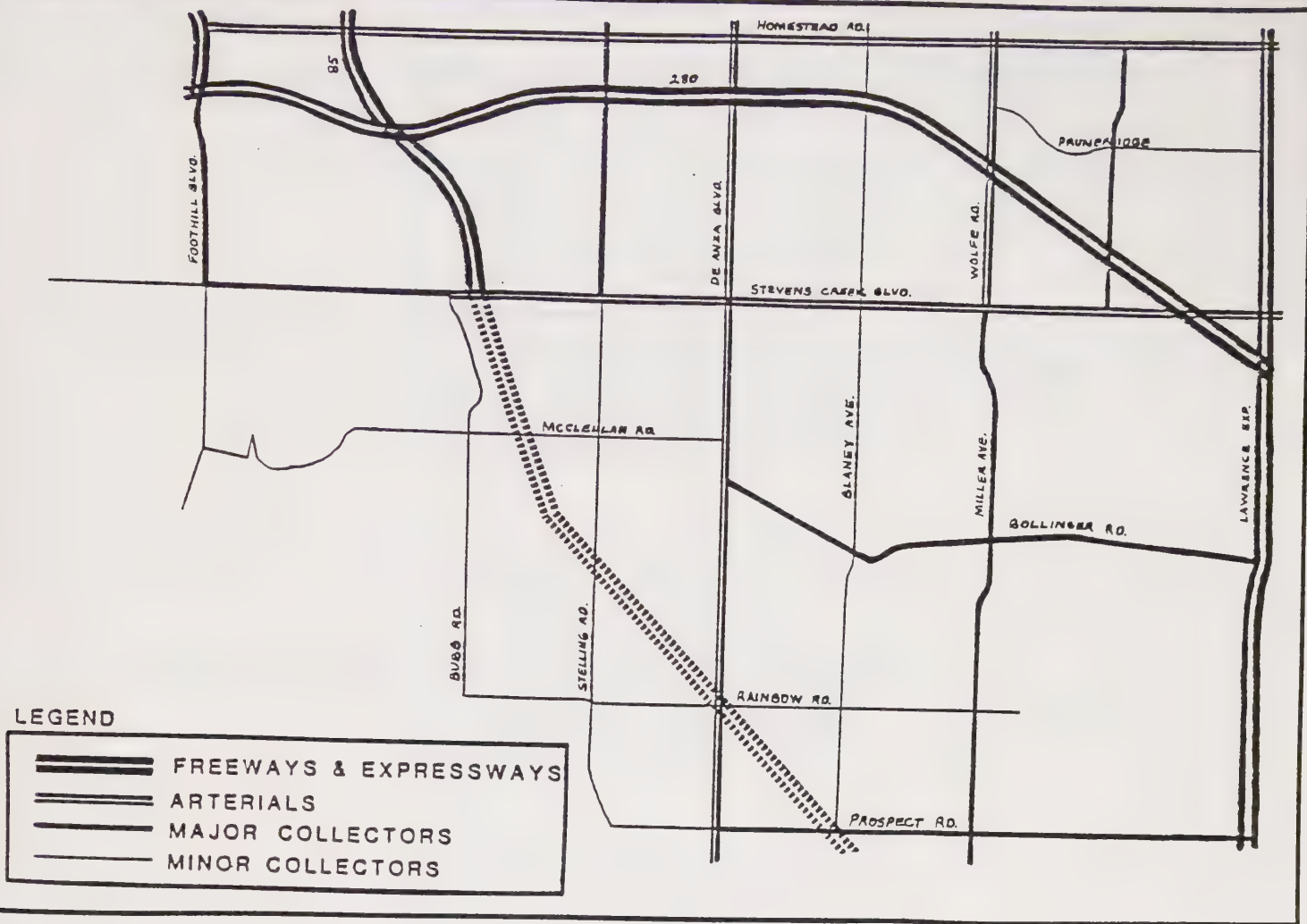


FIGURE 4

TABLE 1

STREET HIERARCHY

STREET CATEGORY	STREET FUNCTION	TYPICAL NUMBER OF LANES AND ACCESS CHARACTERISTICS
FREEWAYS and EXPRESSWAYS	Inter State/Inter City	4 lanes or greater (No access to adjoining property)
	Highways carrying inter-city, inter-county, and inter-state traffic. Freeways and expressways do not provide direct access to abutting land.	
ARTERIAL	Inter City	4 lanes or greater (Limited access to adjoining property)
	Streets and highways serving major metropolitan activity centers, the highest traffic volume corridors, the longest trip desires, and a high proportion of total urban area travel on a minimum of mileage. Service to abutting land should be subordinate to the provision of travel service to major traffic movements. This system carries the major portion of trips entering and leaving an urban area, and normally will carry important intra-urban as well as inter-city bus routes.	
MAJOR COLLECTOR	Inter City/Inter Neighborhood	2 - 4 lanes (Direct and indirect access to adjoining property)
	Streets and highways interconnecting with and augmenting arterial system and providing service to trips of moderate length at a somewhat lower level of travel mobility. The system places more emphasis on land access and distributes travel to geographic areas smaller than those identified with the higher system.	
MINOR COLLECTOR	Inter City/Inter Neighborhood	2 - 4 lanes (Direct access to adjoining property)
	Streets penetrating neighborhoods, collecting traffic from local streets in the neighborhoods, and channeling it into the arterial system. A minor amount of through traffic may be carried on collector streets, but the system primarily provides land access service and carries local traffic movements within residential neighborhoods, commercial, and industrial areas. It may also serve local bus routes.	
LOCAL	Intra Neighborhood	2 lanes (Direct access to adjoining property)
	Streets not classified in a higher system, primarily providing direct access to abutting land and access to the higher systems. They offer the lowest level of mobility and usually carry no bus routes. Service to through traffic is deliberately discouraged. Local streets may function to "collect" traffic from the immediate neighborhood and provide access to the above-named street categories.	

- Policy 8 - A Citywide Transportation Improvement Plan shall be implemented to accommodate peak hour traffic flows on arterials and major collectors at a minimum level of service D. If feasible, the Improvement Plan should maintain existing levels of service which are higher than D. The percent or absolute number of through trips on arterial and major collector streets is not regulated.
- Policy 9 - The City advocates the complete protection and construction of the 85 Corridor right of way and to participate in a regional effort to determine the most mutually agreeable and appropriate transportation facility to be placed within the Corridor. If a regional effort is not successful, the City shall independently pursue the construction of a transportation facility within the City's segment of the full right of way which in its sole judgment deems to be appropriate in terms of utilizing whatever resources might be available.
- Policy 10 - Traffic Management Plans (TMP's) shall be developed for neighborhoods affected by "unacceptable" levels of through traffic. The Traffic Management Plans shall be designed based upon the concept that commute or through traffic should be redirected from minor collectors and local residential streets to the freeway, expressway and arterial and major collector street system.
- Policy 11 - The Street Construction Plan shall be developed which ensures that critical street improvements are finished prior to or in conjunction with major developments. The Street Construction Plan should be based upon the principle of equity in terms of ensuring that land developers participate in street improvements on a basis corresponding to traffic generation for various classifications of land developments.
- Policy 12 - The City should consider the feasibility of creating a jitney service linking a proposed bus transfer station in Vallco Park with Town Center and North De Anza Boulevard. The City should also re-assess the feasibility of requiring van pooling or other car pooling efforts.
- Policy 13 - Bollinger Road will not be extended from De Anza Boulevard to Stelling Road. The City Council may consider an indirect, circuitous road system which provides neighborhood road access from Stelling Road into the Bollinger Road neighborhood. This objective would also allow access to Jollyman Park and Community Center.

Amendments to the Fiscal Impact, Community Services and Implementation Elements

The City's policies regarding the fiscal impact of development, the provision of community services, and the approaches that the community utilizes to implement its General Plan have changed to reflect new land use and circulation plans.

The General Plan land use and circulation policies balance the need for providing revenues to fund important community services such as parks, the community center and other amenities with the corresponding need to control the growth of traffic. The policies enumerated below are intended to achieve those objectives.

Policy 14 - The City should ensure that adequate manning levels and fire-fighting equipment is in place in conjunction with approval of a building which exceeds five stories or 60 ft. The City shall define the adequacy of fire protection following consultation with the Central Fire District. The City and Central Fire District shall develop a means to finance extraordinary costs associated with high-rise fire protection. The financial program shall be guided by the principle that extraordinary costs should be borne by high-rise developers. The financial formula should consider extraordinary revenue generated by high-rise (versus the same square footage for low-rise) and the additional level of service that extra manpower provides to the entire community.

Policy 15 - Future developments should be designed and equipped to assist the City's police force.

- a. The Plan should provide built-in communications equipment, such as repeater sites so that the police units can function in and out of their vehicles, as well as in and out of buildings.
- b. Developers should be required to establish private security forces and devices to protect facilities during construction and operation.
- c. Development plans should consider physical facilities, such as office space, for use by officers on the scene to prepare reports, interview of witnesses, victims or suspects and other administrative tasks.
- d. Future development should have built-in surveillance equipment for underground or concealed areas, such as hallways and storage areas.
- e. Future planning should provide adequate planning for emergency access by emergency vehicles.

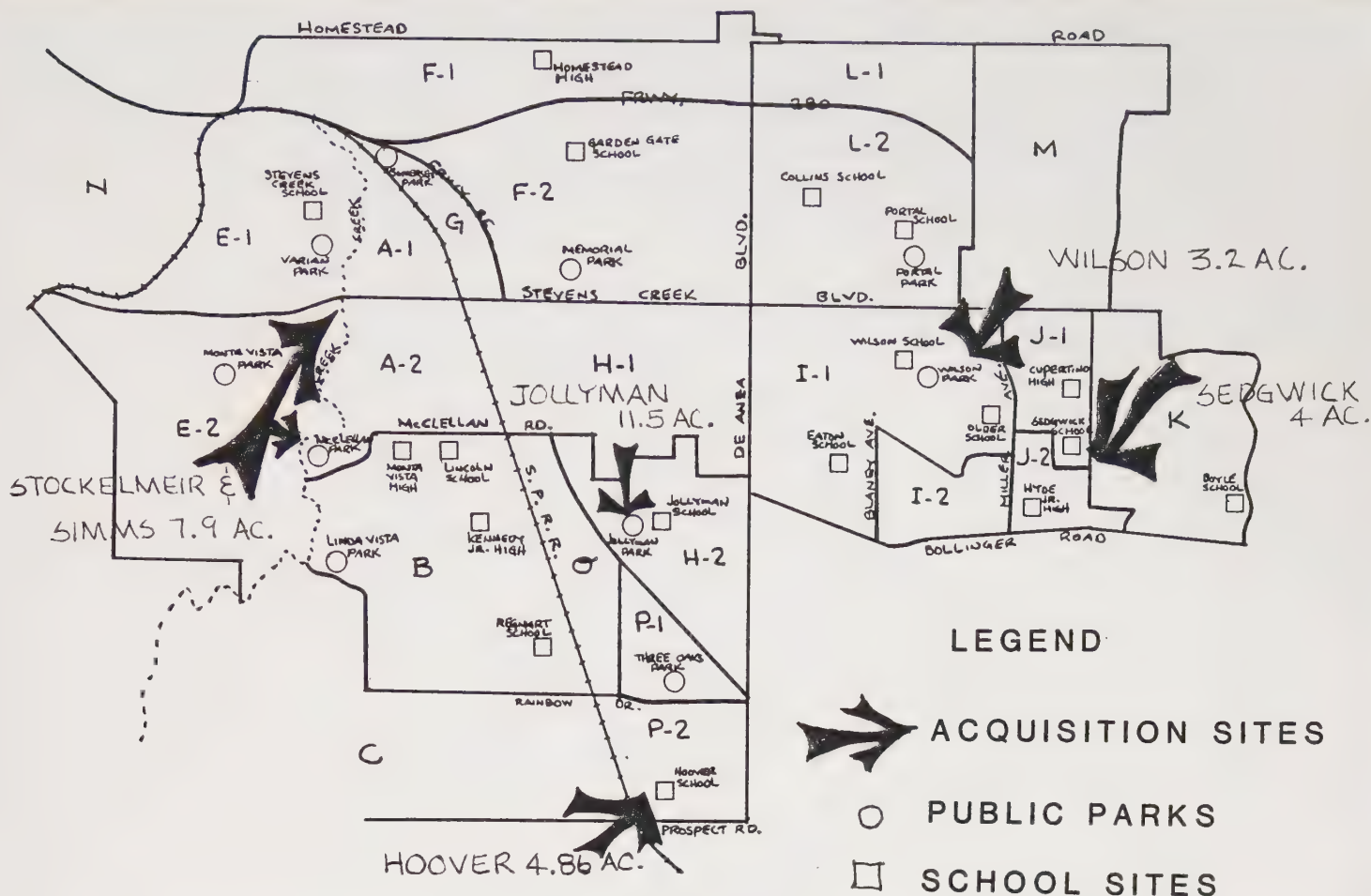
Policy 16 - The City and the Cupertino Sanitary District should develop a closer relationship relative to the development review process to ensure that waste water generation is kept within prescribed limits. The City should forward Business License applications to the District to enable it to monitor changes in tenancy (possible changes in flow rates) within existing buildings.

Policy 17 - The City should support a Solid Waste Management System which would include, where economically feasible, local recycling efforts and the development of resource recovery facilities to convert solid wastes to usable energy.

Policy 18 - The City's park acquisition is defined by Figure 5. The Acquisition Program is based upon four broad acquisition objectives.

1. Complete the Neighborhood Parks Acquisition Program.
2. Maintain an adequate inventory of sports fields.
3. Purchase a site for community center.

PARK ACQUISITION PLAN



AREA	POP.	FUTURE DEMAND (acres)	1982 SUPPLY (acres)	1990 SUPPLY (acres)	PROPOSED PURCHASE (acres)	COST OF PURCHASE (\$1000 s)	TOTAL INVENT. (acres)	FUTURE RATIO (ac/1000)
A-1/E-1	2617.00	7.85	11.60	11.60	0.00	0.00	11.60	4.43
F-1/F-2	6286.00	18.86	40.60	40.60	0.00	0.00	40.60	6.46
G	715.00	2.15	1.00	1.00	0.00	0.00	1.00	1.40(1)
N	1180.00	3.54	0.00	0.00	0.00	0.00	0.00	0.00(2)
Sub total	10798.00	32.39	53.20	53.20	0.00	0.00	53.20	4.93
A-2/B/C	6949.00	20.85	66.30	66.30	0.00	0.00	66.30	9.54
E-2	4271.00	12.81	6.20	6.20	7.90	691.25	14.10	3.30(3)
H-1/H-2	3795.00	11.39	17.10	9.20	11.40	3990.00	20.60	5.43(4)
O	1642.00	4.93	0.00	0.00	0.00	0.00	0.00	0.00(5)
P-1	1168.00	3.50	3.40	3.40	0.00	0.00	3.40	2.91
P-2	1733.00	5.20	6.50	0.00	4.86	1701.00	4.86	2.80(6)
Sub-total	19558.00	58.67	99.50	85.10	24.16	6382.25	109.26	5.59
I-1/I-2	5678.00	17.03	29.30	18.20	3.20	1120.00	21.40	3.77(7)
J-1/J-2/K	5170.00	15.51	30.00	25.50	4.00	1400.00	29.50	5.77(8)
L-1/L-2	5367.00	16.10	15.10	15.10	0.00	0.00	15.10	2.81
M		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sub total	16215.00	48.65	74.40	58.80	7.20	2520.00	66.00	4.07
TOTAL	46571.00	139.71	227.10	197.1	31.36	8902.25	228.46	4.91

- Land is not available for acquisition in neighborhood G.
- Park land will be provided privately in neighborhood N.
- 7.9 acres of natural open space will be acquired (4.9 Stockelmeir 3.0 Simms) adjacent to Stevens Creek as per existing open space plan.
- Purchase 11.5 acres to provide sports fields and community center site.
- Park land in neighborhood O will not be acquired because of close proximity to other parks.
- 4.86 acres will be acquired on Hoover site.
- 3.2 acres of Wilson turf will be acquired to retain youth fields.
- 4 acres of the Sedgwick site will be purchased for youth fields and neighborhood park space.

4. Retain creek site and other natural open space areas identified in the Open Space section of the General Plan.

The plan is a policy document which will be used annually to assist in the preparation of the updated Capital Improvements Program. The plan is subject to revision depending upon the availability of funds and subsequent actions of the Cupertino Union School District regarding the disposition of surplus school sites.

Policy 19 - The City shall continue to monitor development activity and fiscal impacts and the rate of development to avoid short-term, over-saturation of the market.

U.C. BERKELEY LIBRARIES



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